Baron de Knyff of France the First to Finish -Americans Have Bad Luck and Are Out of It-Jarrott, Englishman, and Driver Hurt-Keene's Machine Disabled.

BALLTSHANNON, June 2.- The four nations which are the pioneers in self-propelled locomotion have had their Irish Derby, and it has resulted in confirming the judgment of the Mercedes motor people that their sixty horse power cars, driven capably, are as good as anything on the road for the peculiar course over which the race was run. Anybody seeing the steadiness with which the brilliant Belgian engineer Jenatzy took the curves or shot along the straight would have been inclined to place him as a sure winner over track where constant vigilance was imperative and a car's responsiveness and reliability the highest desideratum.

Similarly it was obvious that the American cars were not suited for the work they undertook. Gabriel, the Frenchman, was not well suited with his torpedo-like Mors He lost thirty-five minutes because of dirt car, which developed early a disastrous habit of giving false explosions from the exhaust pipe, which again and again cost him many precious minutes. The struggle was thus reduced to the Mercedes and Panhard care, and a great race they gave.

A remarkable feature of the result is that while a car made in Germany takes the championship, there was not a German riding in the race to-day. Difficulty arose some time ago when the Mercedes company wished to nominate as drivers of its three cars, which were the only German candidates, three of its workmen.

The British Automobile Ciub objected to this and insisted that drivers must be eligible for membership in the German Automobile Club. The result was that M. Jenatzy, a Belgian master engineer; Baron de Caters, a Belgian amateur, and Foxhall Keene, the well-known American sportswere selected. The French and English teams comprised experienced racers but the Americans. Winton, Owen and Mooers, were practically novices at proonged road work.

The start went off smoothly but for Winton's difficulty and the nervousness of Stocks and Mooers, who each lost somewhat at the start through unpreparedness. The first indication of the final result came at the end of forty-five miles, when Jenatzy came chasing down the straight from Athy only a few yards behind Owen. The Mercedes man's champions cheered him from the grand stand spanning the road here, and in a moment, while going sixtytwo miles an hour, his left hand rose to salute and then again clasped the controlling lever as the car shot like a projectile past Owen into the second circuit.

Credit for the success of the race as a spectacle was due to the general public, which was most willing to conform to the regulations. The only accidents were due to the drivers themselves. The fact that Jenatzy's three journeys over the smaller circuit came within three minutes of each other is evidence of the mastery of the course that cool, determined driver was able to achieve.

The expectation that the narrowness of the roads would prevent a gaining driver from passing his leader proved wrong, as all three of the first finishers managed to pass Edge while going at racing pace. Even the American cars did not suffer by collision, though at times they bounced about the road like rubber balls.

Rain began to fall just after Jenatzy finished, and a fresh wind gave a good fourth looked like the winner. Gabriel at course for the final runners. The Michelin that time was third and was improving tires on the Mercedes cars obviously worked better than the Dunlop tires on the Napier machines. The Panhards had nothing to tually out of the race, and Owen had not yet complain of on this score.

Of the dozen starters Jenatzy started a very poor chance.

De Knyff and Jenatzy were very close at fourth as the first candidate of the team representing Germany, which was the last of the four countries to challenge. Next year the championship must be decided on German roads.

three of them finished. Jenatzy was alone among the German representatives to among the English was strong, the Lord Lieutenant of Ireland, arrived at Ballyshannon at noon. The French did well collectively, as all

starters to cover the entire course. Barring deductions to be made for time consumed in passing through the several control areas, M. Jenatzy won the automobile race for the International Cup to-day. Jenatzy finished at 5:37 in the

René de Knyff, of the French team, finfirst at 5:35 in the afternoon, but he owed fourteen minutes to Jenatzy on the original starting arrangements, the Bel-gian having started fourth, two places behind De Knyff. There was an interval

of seven minutes between each starter.

In the final result Jenatzy won by ten
minutes from De Knyff, barring the deductions for the control areas. Jenatzy's elasped time over the entire course of 308 miles 765 yards, including the delays in the control areas, was approximately ten hours and eight minutes. De Knyff's time hours and eight minutes. was slightly over ten hours and eighteen ninutes.

Henri Farman of the French team, who

started sixth, made a determined finish and will run De Knyff close for second place. The race began at 7 o'clock this morning This was the fourth contest for the cup, it being won by S. F. Edge, in France, last year. Four nations were represented, each entering a team of three men. To each team was allotted a distinctive color, and all the cars of each team were painted and admirately. The men the cars and the accordingly. The men, the cars and the

American (red)—Alexander Winton, Win-American (red)—Alexander winton, Winton car; Percy Owen, Winton car; Louis P. Mooers, Peerless car.
English (green)—S. F. Edge, Napier car; Charles Jarrott, Napier car, and J. W.

Stocks, Napier car.
French (blue)—René de Knyff, Panhard car; Henri Farman, Panhard car; and M. Gabriel, Mors car. German (white)—Baron de Caters, Mer-

cedes car; Foxhall Keene, Mercedes car, and Jenatzy, Mercedes car.

At 4 o'clock the race was between De
Knyff, Jenatzy and Gabriel, with the odds in favor of Jenatzy. Jenatzy's indomitable nerve had been one of the features of the race. His times on the first, third and

fifth circuits, each of forty-five miles, did not vary more than two minutes.

The veteran of the contestants, De Knyff, was driving at a magnificent pace. Gabriel began badly, but afterward did

splendid work.

Edge completed the fifth circuit at 3:34. His time was half an hour worse than

The only other candidates left were De Caters and Farman, who were reported to be keeping up a dashing pace, and Winton and Owen, who had had trouble with their machines. Owen entered the third circuit at 3:44 and Winton at 3:05. The latter's car seemed to bump a good deal.

car seemed to bump a good deal.

A cool breeze and a gray sky made the early conditions for the race very favorable, although the dust was rather trying.

Toward noon a cold rain began to blow from the southwest, followed by thunder from the west. A heavy shower began to fall at 12:50, rendering the track greasy and dangerous. The rain was blown across the faces of the drivers as they sped along from Athy.

the faces of the drivers as they sped along from Athy.

It was announced officially at 2:15 that Foxhall Keene had retired from the race. He found that his axle was going wrong and threatened to break near the Kilcullen control and he stopped there. The news was received with great regret, as he had been riding a brilliant though somewhat

erratic course. This was the first mishap to a Mercedes car during the day.

Charles Jarrott, the English popular favorite, was thrown from his car near Stradbally and his collarbone was broken. His driver, Bianci, had his leg smashed and sustained severe internal injuries. The steering gear of the machine broke while the car was descending a hill, and the car broke in two. Jarrott was able to lift Bianci from under the wreck.

Baron de Caters, one of the German

racers, did a very sportsmanlike thing after the accident to Jarrott, whom he was following. Knowing the anxiety of Jar-rott's friends because of rumors in regard

rott's friends because of rumors in regard to the accident, he pulled up his car at the grand stand in order to inform them that the mishap was not a serious one. He lost several seconds by doing this. He was loudly cheered by the spectators.

Jarrott, on quitting the contest, asked the newspaper men to minimize the extent of his injuries, saying that he did not wish to spoil the enjoyment of the spectators by letting them know he had been hurt.

Stocks, an English rider, took the wrong course and rushed into a wire fence. He was not injured, but his car was damaged was not injured, but his car was damaged and he was compelled to retire.

The car of Mooers, of the American team, broke down early in the race near Maryboro.

The Americans seemed to have bad luck from the start. Winton was unable to start at the proper time owing to trouble with his machine. He got his carburetter set right and started at 8:50.

Winton reached the Athy control at 9:54

in the gasolene clogging the inlet of the In addition to the mishap to Winton at the start, by which he suffered a heavy handicap, Keene and Farman both had to

dismount to rectify their engines, and each lost a few minutes. It is learned that Winton had trouble with his machine two days ago.

At the end of the first round the Belgian Jenatzy, riding a Mercedes car for Germany, appeared to be making the best time. The doctor's car went forward after Gabriel, who was on the second round, owing

Gabriel, who was on the second round, owing to a report that he had met with a mishap.

At 10 o'clock the race was going at full stride, with all the contestants holding their own in remarkable style except the Americans, who had had very bad luck. Just before the start at 7 o'clock Winton's carburetter went wrong and it took forty minutes to rectify the trouble. This time Winton loses. He changed places with Owen and started eleventh instead of third. Owen himself was overtaken at lightning Owen himself was overtaken at lightning speed by the Belgian professional Jenatzy.
Edge of the English team, last year's winner of the cup, finished the first round just about 10 o'clock and seemed to be only college crew they met was the Yale freshman, whom they defeated by about holding his own.

At 11:26 Chevalier de Knyff, on a French Panhard car, shot past the post, entering the third loop and leading in the race. He had covered 150 miles and had passed Edge,

his position.

As neither Mooers nor Winton had then finished the third round, which left him

the end of the fifth circuit. De Knyff made the circuit in 1:19:40 and Janetzy in 1:21:16. Jenatzy finished the sixth circuit in 1:31:32. De Knyff in 1:33:39, and Gabriel in 1:43:58.

There was a brilliant assemblage in the stands here and along the course, which

He was received by the band playing the national anthem, which was sung by the people. The band then played the national

rs of the four countries competing.

The course over which the race was run in outline two irregular triangles set together so as to form an eccentric figure 8.
The cars went four times over the larger op of the 8 and three times over the smaller loop, covering the base line between them seven times. The total distance is 368 miles 765 yards. The winner will be the man who covers the course in the short-est time, and this will be figured by de-ducting from the total time of each car the time consumed in passing through towns where controls are established and a reduced rate of speed is imposed. The cars were started one at a time from Ballyshan-non Crossroads near Old Kilcullen. The distance around the eastern triangle is forty-seven miles and around the west-

ern, fifty-six.
The official net times of the racers have not yet been issued, as the returns from the controls are incomplete. The gross times of the first four are officially given as fol-

It is reliably stated that Jenatzy's time, after the control deductions, will be 6 hours 36 minutes 9 seconds, showing an average speed of 56% miles an hour compared with speed of 56% miles an hour compared with Gabriel's average of 65 miles in the Paris-Bordeaux race. The delay in issuing the figures does not affect the result. Jenatzy wins the cup, and it practically certain that DeKnyff is second.

Jenatzy's name has long been a familiar one in French automobile annals. He is a Belgian, although representing Germany in this contest, having been selected almost at the last minute by M. Jellinec, of the Daimler Company to form one of the German Daimler Company to form one of the cerman team. Last year he was a participant in the Ardennes circuit race, driving one of his own gasolene cars, and had made ex-cellent time on the first two rounds, when one of the front wheels broke while he was going at full speed on the straight road. The car ran on three wheels for some hun-

dreds of yards, when it turned over completely, hurting his mechanic somewhat seriously, and cutting Janetzy himself about the head.

The car used by Janetzy was a Mercedes, especially built for the event and rated at 100 heres power.

100 horse power.
René de Knyff, the second man, who will get a special prize offered by a member of the English Automobile Club, is premier among French automobilists. He won his first big triumph in 1898, when he won the Paris-Bordeaux race, and followed it by annexing the "Tour de France" the following year. Temporarily eclipsed by Fournier, winner of the 1901 Paris-Berlin and Paris-Bordeaux, he came to the front and Paris-Bordeaux, he came to the front again last year, when he almost won the Bennett Cup for France. De Knyff drove a specially built Panhard car. The race was instituted in 1900, when James Gordon Bennett presented the cup to the Automobile Club of France, with the condition, that is was to be a condition.

condition that it was to be a perpetual challenge trophy for a road race open to

COLUMBIA SAILOR DROWNED. 9 hours and 9 minutes, with a Panhard his speed averaging 38.45 miles an hour. Girardot was second, and was the only other competitor to finish. Winton(America), Jenatzy (Belgian) and De Knyff (France) all had accidents and had to quit.

In 1901 the race was run in conjunction with the Paris-Bordeaux event on May 29, and accidents in the conjunction with the Paris-Bordeaux event on May 29,

WAVE IN YACHT RACE. and again it was practically a failure from the standpoint of furnishing good compe-Reliance Pounds a Dent Five Feet Long Under Bow and Constitution Breaks tition and a spectacle. Only one of three Englishmen entered for the race put in an appearance. That one was S. F. Edge, but he was unable to get to Paris with his English tires, and having no time to get fresh ones from home he put on French tires. That barred him from the race. The Germans Gaff-New Boat Only One to Get Over the Course-Takes Lead on First Leg. NEWPORY, July 2 .-- A chapter of accidents narred the race of the 90-footers sailed off this port to-day. A sailor was lost over-

were unable to get German-made bodies fitted to their cars in time for the race, and board from the Columbia, the Constitution broke her gaff, and the Reliance, also it was started with three Frenchmen in it—Charron, in a twenty-four horse-power Panhard; Levegh, in a Mors, and Girardot, though she managed to get around the course, pounded so in the heavy seas that in a Panhard. Charron and Levegh broke down and Girardot finished alone in a crip-pled condition. He made the 327½ miles in the net time of 8 hours 50 minutes 59 seconds, or at about the rate of thirty-seven miles an there is now a dent five feet long and a foot and a half wide under the port bow, and she will go to Bristol at once to have the damage repaired. The loss of a sailor from the Columbia Last year the race was run in connection the Paris-Vienna contest, the cup race finishing at Innsbruck, a distance of about 379 miles. S. F. Edge of England was the only competitor not of France. The other contestants were Girardot, Fournier and De

FIRST "AMERICAN HENLEY"

Toronto Win Stewards' Cup.

PHILADELPHIA, July 2,-The first effort

of the newly organized American Rowing

Association to establish an "American Hen-

ley" on the Schuylkill River to-day was not

a decided success. The regatta failed to attract the interest of the people and the oars-

men, while the work of the officials in keep-

of the events were decidedly interesting,

while a majority resulted in easy victories,

The most interest in the regatta was at-

tached to the race of the eight-oared shells for

victory for the Argonauts of Toronto. The

six lengths. The University of Pennsylvania

had an eight in the race made up of fresh-

men and others. This crew finished third, less than a half length behind Yale. The

MAY ENJOIN ELBERFELD.

New York National League Club's Attor-

Baseball harmony received another jolt

yesterday, and Elberfeld, the shortstop of

the New York Americans, may be restrained from playing This the latest chapter in base-

ball history growing out of the playing of George Davis with the New York Nationals.

The New York National League's attorneys

It is thought the reported contemplated

action of the Chicago American League

club, which contends that Davis belongs

to it and it alone, had a bearing on the move

yesterday of the organization headed by

Golf for the Independence Cup.

MANCHESTER, Vt., July 2 .- A field of forty

colfers started in the qualifying round of

the annual open handicap tournament for

the Independence Cup at the Ekwanok Country Club to-day. The scoring in the morning

round was poor, owing to a high wind. W. C.

Carnegie, St. Andrews, won the best gross score prize with 89. The losing eight of the

Glory" cup. The summary of the day's play follows: first sixteen will continue to play for the "Old

follows:

Independence Cup, Qualifying Round—George Worthington, Mount Anthony, 93, 10—83; W. C. Carnegie, St. Andrews, 89, 0—89; R. B. Leake, Albany, 92, 2—90; W. J. Evans, Englewood, 92, 1—91; Paul Waterman, Englewood, 92, 1—91; J. E. Searle, Oakley Country Club, 93, 4—91; W. W. Burton, Ekwanok, 96, 5—91; F. O. Horstmann, Chevy, 93, 1—92; H. W. Brown, Palladelphia Country Club, 96, 3—93; Dr. E. I. Hall, Rutland, 97, 4—99; A. Reed, Golf Club of Lakewood, 94, 0—94; H. L. Edwards, Dallas Golf Club, 96, 2—94; W. F. Hitt, Chevy Chase, 98, 4—94; J. B. DcCoursey, Ekwanok, 100, 5—95; R. F. McQueen, Ekwanok, 113, 13—95.

Consolation Cup—George H. Thacher, Albany,

5-95; R. F. McQueen, Ekwanok, 113, 18-95.

Consolation Cup-George H. Thacher, Albany, 105, 9-96; F. S. Wheeler, Apawais, 98, 1-97; Charles Leake, Ekwanok, 107, 10-97; A. H. Evans, Dyker Meadow, 104, 6-98; J. B. Thacher, Ekwanok, 108, 10-98; Frank Clark, Ekwanok, 112, 14-98; C. D. Cleghorn, Ekwanok, 100, 1-99; C. M. Clark, Philadelphia Country, 101, 1-100; E. Cassard, Baltimore, 100, 8-10; F. C. Brown, Dyker Meadow, 110, 6-104; T. O. Thacher, Ekwanok, 116, 10-106; J. N. Woodfin, Rutland, 116, 8-108; F. W. Clark, Ekwanok, 113, 4-108; Dr. E. M. Pond, Butland, 115, 1-114.

Independence Cup-First round—W. C. Carnegle,

Hutsidi. 1. A. 100. A.

The New York Americans are due to play

vesterday were preparing the papers for

playing.

J. T. Brush

thanks.

neys Preparing Papers.

the Stewards' Cup. This resulted in an easy

with small fields.

ing time was very erratic. One or two

Not a Decided Success-Argonauts

has depressed the yachtsmen, and Mr. Morgan says the Columbia will not start again until the cruise begins two weeks from to-day. There was half a gale of wind blowing from the southwest by south contestants were Girardot, Fournier and De Knyff. Fournier and Girardot broke down before completing half the journey. Edge had only a thirty horse-power Napier, while De Knyff's Panhard was twice as powerful. The English machine proved the more reliable, however, for De Knyff broke down near the finish, when he was so far ahead in the race that he seemed a sure winner, and Edge finished the race alone and won the trophy. A rough sea made the yachts pitch and dive as they never had before, and although they started out of the harbor with small club topsails set, these were quickly lowered and the start for the first mark was made under mainsail, jib and fore staysail or

The Columbia was nearing the first mark of the course when the sailor was lost. She was a little astern of the Reliance and had nearly finished the ten-mile beat to windward. Preparations were being made for the reach to the second mark. The gaff topsail had been set and then men went out on the bowsprit to send up a jib topsail ready to be broken out as soon as the mark was passed. Four men went out on the port side of the bowsprit, hauling the big piece of canvas, which was in stops, with

Carl B. Olsen was the second man on the bowsprit and was considered an expert sailorman. Suddenly the yacht took a dive and stuck her bowsprit well under one of the big waves rushing in from the southwest. A pile of water fell on the bow of the yacht, and for a moment she staggered under its weight. Then, shaking herself, she rose out of the wave and rushed on toward the mark The first man on the bowsprit had held on safely, but Olsen had

All 1138 Chevaler da Kipy 7, on a French
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All 1138 Chevaler da Kipy 8, on a french
the third stop on leading in the race. He
had covered 150 miles and had passed Edge,
the was then the only English candidate
left in the race. It had now become a
Franco-German struggle.

The speed of the racers on the flying
mile near Ballyshannon on the third round
showed that Edge and Jonatzy were going
at the rate of sixty-four miles an hour.

Edge had then lost over hair an hour, as
compared with knyff and denatoy,
the third start free was a completed
the third round.

On the first round Foxhall Keene had the
best gross time—123. After that Jenatzy
did each round faster than any-of the otherracers.

Keene rushed through on entering the
fourth circuit at 1254. At that hour he had
been riding 437 elapsed time from the
fourth circuit start free was a sufficient number
of the fourth circuit Knyff passed Ballyshannon at 1129 and Edge at 1135. Edgesmissap was due to the bursting of his tire.

He was completed to the fourth
of Americans present to give him a hearty
cheer.

The highest speeds made over the meastreed mile at Ballyshannon were Edge, 48;
The highest speeds made over the measand the first man one the deck by the force of the wave.

The speed of the racers on the flying
mile heart knyff and denatory
when the start free was a sufficient number
of Americans present to give him a heartycheer.

The speed of the race of the flying
mile at Ballyshannon were Edge, 48;
The first man on the
death of the flying
mile near Ballyshannon between the sevent of the
few as completed to the other
than the columbia to look out for Olsen, and the
few as minutes after Edge
The third the mark the saw as the corn
than the columbia to look out for Olsen, and the
few as minutes 21 seconds
and the race of the fourth of the
first man of the flying
mile near Ballyshannon were Edge, 48;
The speed of the flying
mile ne

the crews an the way to the linish. Because of the hard struggle the work began to get ragged toward the finish. Detroit won the race by a scant half length. E. F. Rivinus of the Philadelphia Barge Club won the second senior sculls. The Bachelors beat the Crescents in the four-oared gigs. Capt. Miller has been on the Columbia every year she has been out since she was launched, and he says she never stuck her bowsprit under a wave before. When the Columbia got in the harbor the three other sailors who were on the bowsprit at the sailors who were on the bowspit at the time Olsen was washed off were taken to Dr. Murphy to be treated for sprains and bruises they sustained.

Asbury Park, which was looming up through the mist to the southward. Giving a derisive shriek from her siren when abreast of the

bruises they sustained.

The starting line for the race was made lightship. There was a strong wind blow-ing when the yachts left the harbor and they had sent small club topsails aloft, but outside the wind was about twenty-five miles an hour. Big seas were crested with caps of foam, and between these crests there were big holes. When near the starting line the club topsails were lowered and a sigh of relief went up when an application to the Supreme Court for an injunction to restrain Elberfeld from

the big sails were safely stowed.

The yachts were to race over a triangular course, each leg being ten miles long. The first leg was to windward, and the compass course was southwest by west, that being the direction of the wind. The second leg was southeast by east one half east, and the third leg north half west. The preparatory signal was made at 12:15 and fifteen minutes later the yachts were sent off. There had been little attempt at jockey-

here to-morrow. They are at present ining.
The Columbia crossed the line first on the capacitated by an injury to Third Baseman capacitated by an injury to Third Baseman Conroy, but have been playing fast ball of late in the West. When President Pulliam of the National League said Dayis could play with the New Yorks it was on the ground that the American League broke the spirit of the peace agreement by allowing Elberfeld to come here, but while the American League presents a solid front in declaring that it was entirely within the bounds of the peace agreement for Elberfeld to join Griffith's team, the National League is by no means unanimous in the belief that it was proper for Davis to play with McGraw's team. starboard tack at 12:30:45. The Reliance was to windward of the Constitution, and she crossed the line with the handicap gun at 12:32:00: The Constitution was handi-capped twenty-seven seconds. Each car-ried mainsail and jib and forestaysail. They were heeled so that their lee rails were under water. The Columbia took the port tack as the Reliance crossed the line. The Reliance tacked thre minutes later, and the Constitution a minute after the

The latest move complicates matters, strains the already weakened amicable relations, and the situation altogether is a sweet mess. When certain magnates now in the business get out of it, the cranks will arise and cry: "For this relief much The Reliance was to leeward of all on this tack, and the Constitution appeared to be doing the best work, pointing high and footing faster. At 12:40:00 the Reliance tacked to go after the Constitution, and at that moment the jaws on the gaff on the Constitution broke. The gaff shot forward of the mast and

then snapped, the peak toppling over to lee-ward. The mainsail was torn from the luff nearly to the leach. The sails were lowered and the Satellite towed the crippled yacht back to the harbor. Then the Reliance went after the Columbia. Each made three short tacks and at 1:14:20 the Reliance crossed the Columbia and tacked on her weather. After

that she gradually increased her lead, and turned the first mark at 1:52:20, just after the Columbia had lost the sailor Reliance broke out a No. 2 jib topsail for the reach on the second leg. Preparations had been made to send a small club opsail up, but having no competitor,

yacht kept on with no topsail. She gybed around the second mark at 2:44:10 and then set a balloon jib topsail for the third leg, which also was a reach. which also was a reach.

The wind lightened considerably on this leg and the Reliance made a fast trip, sailng the ten miles in 51 minutes 30 seconds She crossed the finishing line at 3:31:20. The third ten miles was sailed in 47 minutes 0 seconds, which was at the rate of a little better than twelve miles an hour. The twenty miles reaching had been sailed at he rate of 12.16 miles an hour. did not want any more racing at present. I am well satisfied with the performance f the Reliance," he said, "and do not think hat any more races are necessary unti

the cruise begins. The yacht carried her sail well in the blow to-day. She had her rail under at times, but not much There was a big dent in the port bow, just above the waterline, which was caused by pounding in the sea. Mrs. Iselin said it was not serious and could soon be ham-mered out. The Constitution went to Bristol to be repaired. The Reliance is going to Bristol in the morning to be re-paired and get a new suit of sails that has been made by Herreshoff.

## SWEPT OVERBOARD BY HUGE PRESIDENT ROOSEVELT IN YELLOWSTONE PARK

A spirited article, by Lindsay Denison, detailing Mr. Roosevelt's experiences on his recent return to camp life is a prominent feature of the current issue of

## THE ILLUSTRATED SPORTING NEWS

The Accompanying Pictures

are from photographs by Major Pitcher, Military Superintendent of the Park, and are

The Only Ones Taken of the President in Camp

THEY WILL BE PUBLISHED EXCLUSIVELY IN THE ILLUSTRATED SPORTING NEWS

SHAMROCK'S CREW BUSY. Getting Out Paraphernalia Preparatory

to Trial To-day. While the Shamrock III. did not leave her mooring in Sandy Hook Bay yesterday, her crew were far from idle. More of the extra ballast was removed, the water tanks that formed a receptacle for additional tons of weight were taken out of the racer and hoisted on board the covered barge Commander, which is the latest acquisition to the Lipton fleet inside the Government station at the Hook. The remainder of the sea chests of the crew were transferred to the barge as were also scores of coils of steel and hemp rope. At a late hour the work was com-pleted and Sir Thomas announced that the yacht would be ready for another trial to-day. Sail was made on the old Shamrock, her

mainsail was swayed up and her headsails were sent up on the stays in stops ready for directions to put to sea. Commenting upon the failure of the challenger to stretch her sails under the favorable lenger to stretch her sails under the favorable conditions that prevailed, Sir Thomas said: "We are sorry to lose all this fine sailing weather, but after consulting with Mr. Fife and Capt. Wringe we have decided it best to get all the paraphernalia out of the Shamrock III. before trying her again. That will be in the morning and we expect to be ready to tow out before noon."
"What is your opinion of the Religence?" "What is your opinion of the Reliance?" Sir Thomas was asked.

Sir Thomas was asked.

"She is indeed a wonderful boat," was the reply. "She is a formidable adversary for any craft, yet I dare say the Columbia is not in as good fettle as she was two years ago. You have a marvellously good boat, but you must have a real wonder to beat the Shamrock this time."

have a real wonder to beat the Shamrock this time."

Shortly before 4 o'clock the headsails of the Shamrock I. were lowered to the deck and stowed below, while the mainsail was furled and covered. Everything was made snug about ten minutes before a heavy squall, followed by a sharp shower, struck the yachts. Steam was kept up on both the Erin and the cruiser and everything was in readiness to slip cables and give a line to either of the racers should they at any time need assistance, but that contingency did not arrive.

Lipton's plans at present are to give the yachts as severe tests as possible to-day and to-morrow and rest the crews on Sunday in order to be in shape for the work scheduled for next week, which will be a race every next week, which will be a race every day, weather permitting.

ARROW BEATS OTHER FLIERS. Darts Away From Vamoose and Asbury Park With Only One Boller Working.

Charles R. Flint's twin-screw yacht Arrow, which made a trial trip last summer at the rate of forty knots an hour, gave another exhibition of her speed yesterday morning by defeating Walter Lewisohn's flier, Vamoose, and the new twin-screw passenger steamer, Asbury Park, in a three-cornered race from Atlantic Highlands to the Battery. The Flint flier made the trip with only one boiler in commission and was timed from the Southwest Spit, where the main ship channel turns to the northward to the Battery Landing, in 51 minutes. She waited fourteen minutes after Mr. Flint and Mr. ashore, and then steamed out toward the The starting line for the race was made about three miles east of Brenton's Reef America dashed away to the southward and America dashed away to the southward and quickly disappeared in the veil of fog.

The steamer was making her regular 8 o'clock trip from the Highlands and the two swift yachts "by accident" happened to be in the vicinity of the Spit. The Asbury Park was tearing up the bay at a twenty-mile clip before the two yachts were straightened out in the wake of the passenger vessel. She was fully a mile ahead and almost hidden in the haze when Capt. Packard, who was on the bridge of the Arrow, rang the jingle. The black yacht almost leaped out of the water as the engineer opened the valve and, with her engines humming a song of victory, she caught and passed the Asbury Park in six minutes.

six minutes.

In the mean time the Vamoose, which was In the mean time the Vamoose, which was scarcely 300 yards astern of the Asbury Park, was passed "as if she was a dock," as a sailor expressed it. The Arrow was soon lost sight of from the Asbury Park, but the scream of the siren on the Flint yacht reminded the passengers on the larger craft that there had been a race. The distance that separated the two boats when the Arrow reached the Battery was fully a mile and a half.

"And we only used one boiler," sadly remarked Capt. Packard, as the Arrow swept around in a circle close to the Asbury Park, and the black flier again headed down the bay.

Police Squeich New Boxing Club in Wind-

sor, Ont. BUFFALO, July 2 .- Jim Kinney's attempt to establish an athletic club at Windsor, Ontario, under the boxing laws of Canada, for the purpose of conducting fistic battles, has proved a dismal failure. The police authorities of Windsor notified the Buffalo fight proties of Windsor notified the Buffalo fight promoter this morning that any attempt on his part to pull off a boxing bout in Windsor would result in his arrest. When Kinney received the notification from the police heimmediately declared off the scheduled twentyround contest between Matty Matthews of Brooklyn and Otto Sieloff of Chicago, which was to have taken place in Windsor on the night of July 3. The meeting of Matthews and Sieloff was to have been the initial contest before Kinney's new club.

Matty Matthews, accompanied by Tommy West and his manager, Marvin Smith, arrived here this morning from New York. Matthews will probably remain here and assist Gardner in his preparation for his fight with Root.

Father and Son on Same Baseball Team. NEW HAVEN, July 2.-Yale men heard today that Jimmie O'Rourke, who played on come a professional, thus putting himself beyond the pale of eligibility for Yale for next season. O'Rourke yesterday played with the Bridgeport Connecticut League nine against Springfield. He has another year to spend in the Yale law school. His father is captain of the Bridgeports.

Polo. SEABRICHT, July 2 .- The final of a series of SEABRIGHT, July 2.—The final of a series of games between the Westchester and the Rumson polo clubs at the Rumson campus to-day attracted a large crowa. It was the final game of the series, and the Westchesters made it three straight, giving their opponents two goals and scoring 14 goals to 9 for the Rumsons. Goals for the winning team were made by Cooley and Blair, while, for the Rumsons, Ralins, H. S. Borden and R. J. Collier made the pionts.

Walthour Wins Motor Paced Race. BALTIMORE, July 2.-Several thousand persons were at the Collseum here to-night when Bobby Walthour, paced by Charles Turville, easily won from Nat Hutler and Howard Freeman in a five-mile motor paced

Yachting Notes. Hans Isler, Hoboken—The present deed of gift for the America's Cup makes it impossible for more than one boat to defend that trophy against the challenger. The Cup was won in open competition by the America against all entries and became the permanent property of the owners of that yacht. They, however, put it up as a perpetual challenge cup, and it must be defended by one yacht, that yacht to be named at any time, before the first race. WITH THE HARNESS HORSES. Good Racing at Orangeburg. Time-2:26¼, 2:29¼, 2:24½, 2:25½.

Free-for-all trotting and pacing; purse \$300:
Ainsworth, b. g. (Rhodes) 4 1 2
Moth Miller, ro. g. (Clark) 1 2 1
Shorty, ch. g. (Felton 2 3 3
White Hose, ch. m. (McGuire) 3 4 4
Ben D., ch. s. (Wood) 5 5 6 dis
Time-2:16¼, 2:15¼, 2:15, 2:15½, 2:16¾ 

High Winds and Slow Times. Nashua, N. H., July 2.—Three events took place the Nashua track this afternoon, but on account a high wind, slow time was made in nearly every

case.

2:40 class, trotting: purse \$300.

Luzaro, bl. m. by Don Pizzaro (Raiston) 5 1 2
Fairy Vale, b. s. by Redheart (Downey) 1 2 1
Normal Maid. b. m. (Cox) 2 4 4
Kitty Wilkes, b. m. (Rathbun) 5 3 3
Lady Mac, b. m. (Bever) 6 5 5
Lulu Mapes, b. m. (Hicks) 4 dr.
Time—2:734; 2:2444; 2:2612; 2:3044; 2:2912. 11116-22/94; 2:494, 2:2092, 2: 2:24 class, pacing: purse \$300: rank Wilson, b. g., by Gambetta Wilkes Frank Wilson, b. B. (McDonald) (McDonald) (Pearl T. b. m. (Cox) (Cox) (Maud McGregor, b. m. (Cox) (Maud H., gr. m. (Potter)) (Maud H., gr. m. (Potter)) (Potter) (Pot

Sulky Races at Binghamton. BINGHAMTON, N. Y., July 2.-The track was in perfect condition for the third day of the Central New York circuit races here to-day. not as much splitting up of honors as was ex-pected.

pected.

220 class, pacing; purse, \$400;
Lizzle H., b. m. (E. Smith).

Greaford Girl, b. m. (Moody).

Theima., b. m. (Marsh).

B. O. S., ch. g. (Wilson).

Unego, b. g. (Bentley).

London C., blk. g. (Liker).

Time—2:184, 2:19, 2:1714, 2:1814. Time—2:184, 2:19, 2:174, 2:19
2:22 class, trotting; purse, \$400;
Bertha K. b. m. (Moody).
Prince Ansonia, b. g. (Stewart).
Comet Wilkes, b. g. (G. O. Smith).
Chanta, b. m. (Burna).
Barolina, b. m. (Rosemire).
Barometer, b. g. (Goodwin).
Maud D., b. m. (Marsh).
Breezeland, b. g. (Kilborn).
King, b. g. (Bentley).
Boaz, b. s. (W. Smith).
Time—2:2134, 2:1854, 2:195.

Favorites Beaten at Johnstown Johnstown, Pa., July 2.—The second day's races of the Lake Eric Trotting Association was full of surprises. In the 2:15 trotting the favorite, Topsy, won, but in both the 2:15 pacing and 2:20 trotting the favorite failed to make good. 2:15 class, trotting; purse, \$400;

2:15 class, trotting; purse, \$400:
Topsy, b. m. (Sherry).
Single K. s. g. (Commings).
Ben Hall, b. g. (Turner).
Joan of Arc, b. m. (Haywood).
2:20 class, trotting; purse, \$400:
Buzz Woodnut, s. m. (Grady).
Tiger Tom, b. g. (Gray).
Eliza ligram, ch. m. (Hanson).
Time, 2:2014, 2:1914, 2:2214.
2:15 class, pacing; purse, \$400: 2:15 class, pacing: purse, \$400: ord Gentry, b. s. (Haws)...... Pray Jim, gr. g. (Councilman).... 

Mohawk-Hudson Vailey Meet. HUDSON, N. Y., July 2.—There was a large at tendance to-day at the Mohawk-Hudson Valimeet. The track record of 2:13/4 was easily broken by Hettle G., owned by Thomas W. Murphy Glen Cove, L. I., the mare stepping the mile 2:104. The management had offered \$50 if the track record was broken.

| 17acu record was broken | 2:19 class, pacing; purse \$300; | La Points, b. m. (Rombaugh) | 4 | Rernie, b. g. (Davis) | 1 | Maud Olsen, br. m. (Post) | 8 | Billy Brino, b. g. (Burch) | 2 | Time—2:19¼, 2:19 2:21 class, trottling: purse, \$300.

Park Secret, b. m. (Davis)

Morn, s. g. (Britfckerhoff).

George C., b. g. (Demarest).

Hinderina, b. m. (Dumont).

Time—2:2114, 2:1914, 2:2014, 2:3314. Free for all class; purse, \$300.

Hetty G, b. m. (Murphy)

Berdina, b. m. (Davis)

Frank, b. g. (Raiph).

Fred W. b. g. (McBride).

Paul Revere, r. g. (Nichols).

Time—2:10%, 2:18, 2:11%.

Racing at St. I outs.

ST. LOUIS, July 2.—Orris, favorite in the feature event, won handly by a length from Helen Print. Virgle D'Or ran away three miles in the warming up and was drawn, all bets being declared off and a new book made. up and was drawn, all bets being declared off and a new book made.

First Race—Five furlongs—Wreath of Ivy, 115 (Higgins), 8 to 5, won; Bush Smith, 160 (Lauden), 25 to 1, second; Lila Noel, 115 (Wolff), 25 to 1, third. Time, 1044, Anna Hardy, Mattie Rand and Falcon's Pearl also ran.

Sararose inished third, but was disqualified for fouling. Heedown fell. Second Race—Six furlongs—Biue Grass Girl, 108 (Higgins), 9 to 1, won; Cardwellton, 113 (Smith), 4 to 1, second; Mike Strauss, 126 (Shilling), 6 to 1, third. Time, 117. Herodiade, Orpheum, Eliza Cook, Stub, Weird and Sceptre also ran.

Third Race—Five furlongs—Bell the Cat, 109 (Smith), 6 to 1, won; Athena, 102 (Bonner), 2 to 1, second; Time, 1044, Loniana, Regina D., Busiler, Allen's St. Luke, Thales, Allegrette, Hast Du Geschen and Gefchel also ran.

Fourth Race—One mile and a sixteenth—Orris, 67 (Shea), 2 to 1, won; Helen Print, 96 (Smith), 16 to 5, second; Pettijohn, 92 (Higgins), 3 to 1, third. Time, 130. Bucleuth also started.

Fifth Race—One mile and 70 yards—Lasso, 101 (Bonner), 10 to 1, won; Gas Lighter, 94 (Shilling), 6 to 1, second; Galanthus, 98 (Shea), 20 to 1, third. Time, 13834. Tony Lepping, Dr. Jones, Ben Hullum, Straggler, Daddy Bender, 1da Penzance, Class Leader, Lord Melville and Judge Cantrill also ran. Sixth Race—One mile—Golden (ditrer, 100 (Wallace), 5 to 1, won; Kenova, 100 (Shilling), 1 to 2, second; Landola, 100 (Louden), 9 to 1, third. Time, 13334. Kitty Clyde also started.

CHICAGO, July 2.-Savable will be shipped East to-morrow and may compete Realization Stakes at Sheepshead Bay next Tuesday. Savable's wonderful performance yesterday when he forced Alan-a-Dale to the utmost to break the world's record for a mile settles the question of his class Jockey @ Nell, it is said, will have the mount on Savable.

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